

**STS-105 SRB POST FLIGHT/RETRIEVAL ASSESSMENT**  
**KSC Debris Team**  
**13 August 2001**

The BI-109 Solid Rocket Boosters were inspected for debris damage and debris sources at CCAFS Hangar AF on 13 August 2001. Generally, both boosters were in excellent condition.

**ANOMALIES**

None

**FUNNIES**

The RH SRB top/left position forward BSM cover was missing. Preliminary examination of the fracture plane revealed no sooting effects, this is indicative of water impact damage.

**OBSERVATIONS**

The TPS on both frustums exhibited no debonds/unbonds. There was minor localized blistering of the Hypalon paint.

All seven remaining BSM aero heat shield covers had fully opened and locked, but one RH and two LH cover attach rings had been bent at the hinge by parachute riser entanglement

The forward skirts exhibited no debonds or missing TPS. RSS antennae covers/phenolic base plates were intact, though one layer of the LH SRB +Z antenna phenolic base plate had delamination at the -Y edge.

The Field Joint Protection System (FJPS) and the System Tunnel Covers closeouts were generally in good condition with no unbonds observed.

Separation of the aft ET/SRB struts appeared normal.

Aft skirt external surface TPS was in good condition. Typical blistering of Hypalon paint had occurred on the BTA insulation close-outs and GEI cork runs.

The holddown post Debris Containment Systems (DCS) appeared to have functioned normally except on HDP No. 2 which was fully obstructed by the frangible nut halves. This condition most likely happened at water impact.

No indication of stud hang up was observed.

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